

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT

25X1

SUBJECT Vietmannsdorf Airfield

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1. Runway:

All building materials have been removed from the runway and the joints between the concrete slabs have been filled in with tar. Every other joint is a special expansion joint which has been ground out to a depth of 15 centimeters and then filled in with tar. Beneath the center of the runway, running in a north-south direction, are 26 pipes with a diameter of ten centimeters. These were laid before the runway was concreted. There are strings or wires in these pipes as though to facilitate drawing through further wires or cables at a later date. On both sides of the runway there are wide drainage ditches about 35 centimeters deep, filled with coarse gravel, with a top layer of fine gravel ten centimeters deep. The runway has a slight downward slope from east to west and slopes off from the center to the sides. It has to be ready by 19 December 1953.

2. Taxi Strips:

The taxi strips have been cleaned up, and the joints are to be cleared and filled with tar, but this work has not yet started. At the moment no work is proceeding here. The tracks for the fuel trucks (points 4), running parallel to the taxi strips at either end of the runway, are ten meters wide and 15 centimeters thick, and have a distance of about twenty meters from the taxi strips.

3. Testing of Concrete:

- a. While the runway was under construction, blocks measuring about 20 x 20 x 10 centimeters were made from each batch of cement, so that the strength of the concrete could be tested. Great importance was attached to these tests. The machine used was obtained from Tutow.
- b. Near the beginning of October a Soviet commission visited the airfield. They displayed much interest in the concrete tests and after examining the runway they caused two sections of concrete, each about 1.5 meters square, to be removed from the runway for testing. It is not known

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whether the holes made for these excavations have yet been filled in.

- c. Concrete-laying has ceased for the winter. With the advent of the first frost of the season a special watch was kept to see if the concrete runway was affected. The temperature was taken at two hourly intervals throughout the day and night and measurements were made of expansion joints at selected places. The concrete appears to have stood up satisfactorily under these tests.

4. Fuel Installation:

The fuel installation is situated at point 18 between the southern taxi strip and the railroad. It consists of:

- a. Four circular tanks of an approximate diameter of 15 meters each. These tanks are being built of steel plates and will be 3 meters high. They are surrounded by a concrete wall which so far is 1.5 meters high.
- b. A pump house (point 17).
- c. Three iron and concrete discharge points for rail tankers.
- d. Three fuel delivery points with taps (see Appendix B).

The discharge and delivery points are connected to the pump house by buried pipes but there is as yet no visible sign of pipes from the pump house to the storage tanks. A road is being built around the fuel installation past the three delivery points and up to the perimeter track. At present the site of the road is being excavated. No concrete or gravel has yet been laid.

5. Excavations:

South of the taxi strip there are at least two, and possibly more, irregularly excavated trenches, all about seven meters deep. No further details are known.

6. Clearings:

Immediately north of the site and to the east of the Vietmannsdorf / Gross-Doelln road an area about 1,000 meters wide and 650 meters deep has been cleared of trees (point 10). At either end of the site, opposite the ends of the runway, trees have also been felled over an area of about 500 meters by 500 meters. The east end of the area extends almost to the Gross Gollin Lake, and the west end to within 100 meters of the edge of the woods (points 11).

7. Electricity Supply:

Electricity to the site is supplied by overhead high tension wires (point 22) from the Grossvaeter Lake to the barracks area, where there is a transformer (point 21). A further line runs to the runway construction area. There is a second transformer just east of the fuel installation (point 16). No electric generator is believed to be located at the site.

8. Security:

- a. The airfield site is surrounded by a 2½-meter-high barbed wire fence with strands of wire about 15 centimeters apart fastened to pointed wooden stakes (point 7). The fence is roughly 4,650 meters long (east-west) by 1,200 meters wide (north-south), and the wire is damaged in several places.
- b. Along the fence all around the site, trees have been felled, leaving a strip of open land approximately 100 meters wide. The fence is not illuminated at night. It is occasionally patrolled by Russian sentries.

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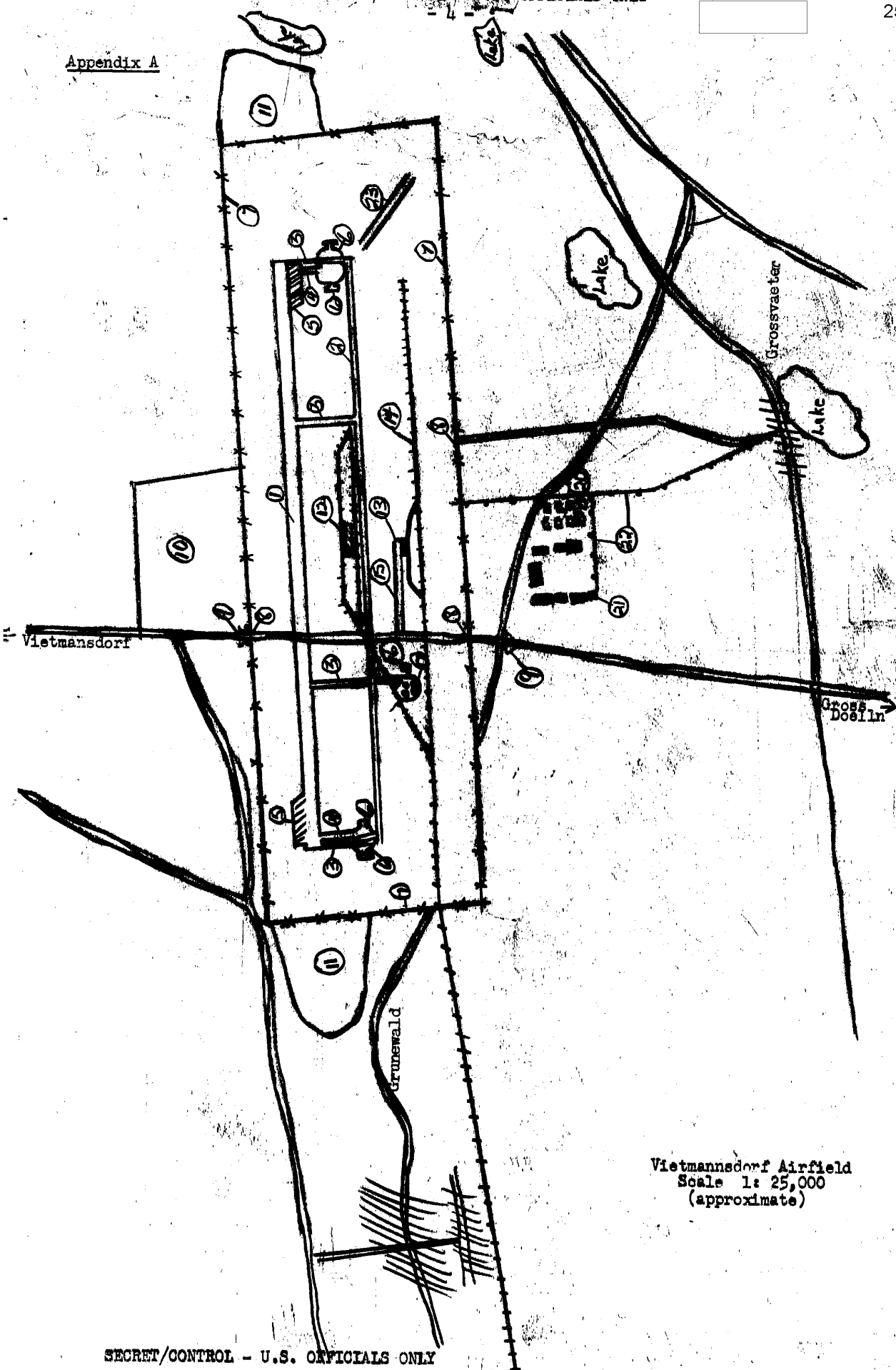
- c. There are four entrances to the site; one in the north and one in the south where the Vietmannsdorf-Gross Doelln road cuts across the site, another on the south side about 800 meters east of the main gate, and the railroad entrance on the west side.
- d. There are swing barriers across the road outside the main north and south gates.
- e. At night the construction site between the taxi strip and the railroad lines is illuminated, and is occasionally visited by Soviet patrols.

9. Possible Ammunition Dump:

A clearing in the woods southwest of Grunewald in Jagen 115, 116, and 103 is thought by people working there to be intended for an ammunition dump. (See Appendix C.) The site is served by two railway spurs branching off from the main airfield line. The main spur is about 500 meters long and is joined by a subsidiary spur about two thirds of the way along. The southern end of the site is being connected to the Zehdenick-Gross Doelln road by a concrete road with a 15-centimeter-thick surface. A hundred meters of road have already been built.

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Appendix A

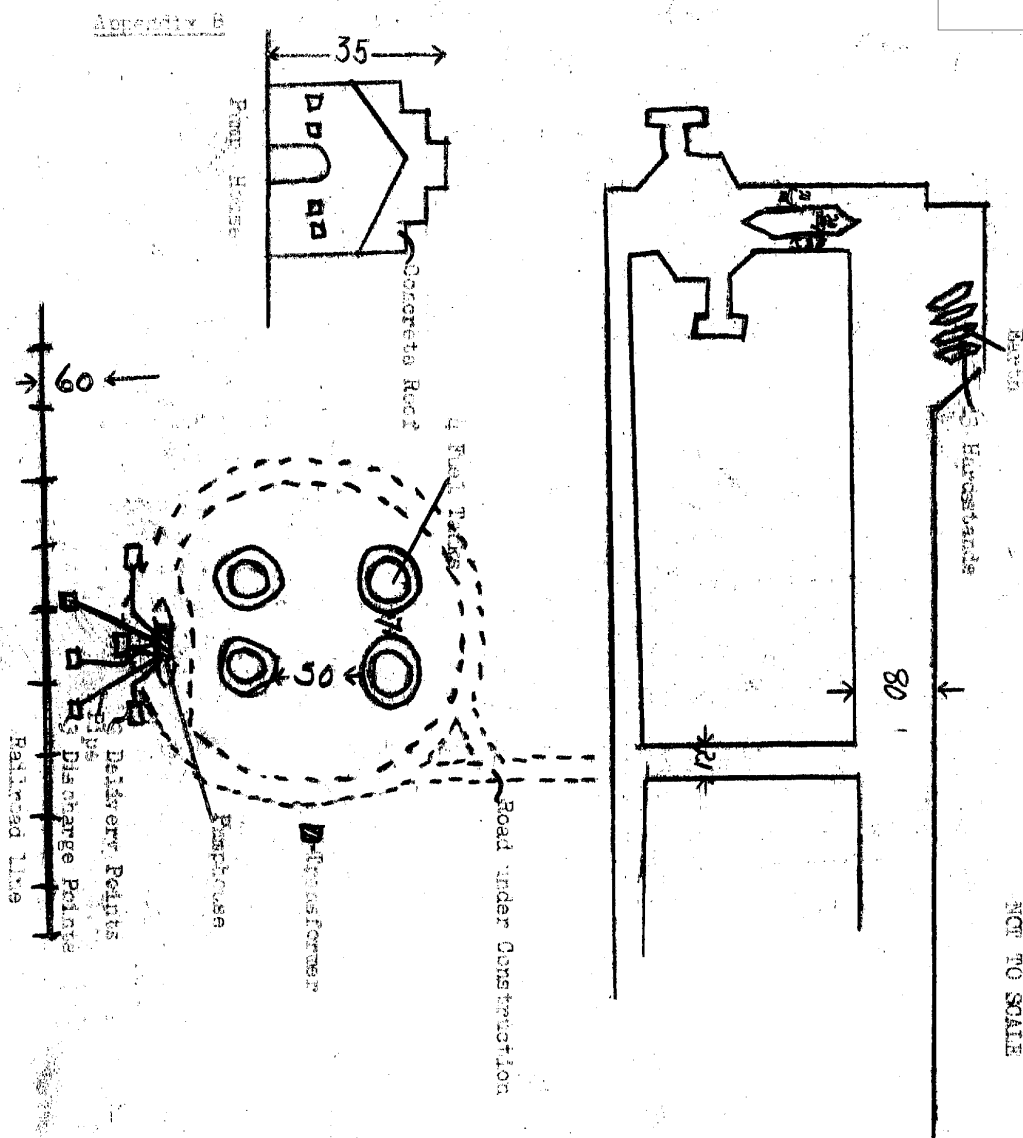


Vietmannsdorf Airfield
Scale 1: 25,000
(approximate)

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Site of Possible Ammunition Dump
Scale 1:25,000

Appendix C

